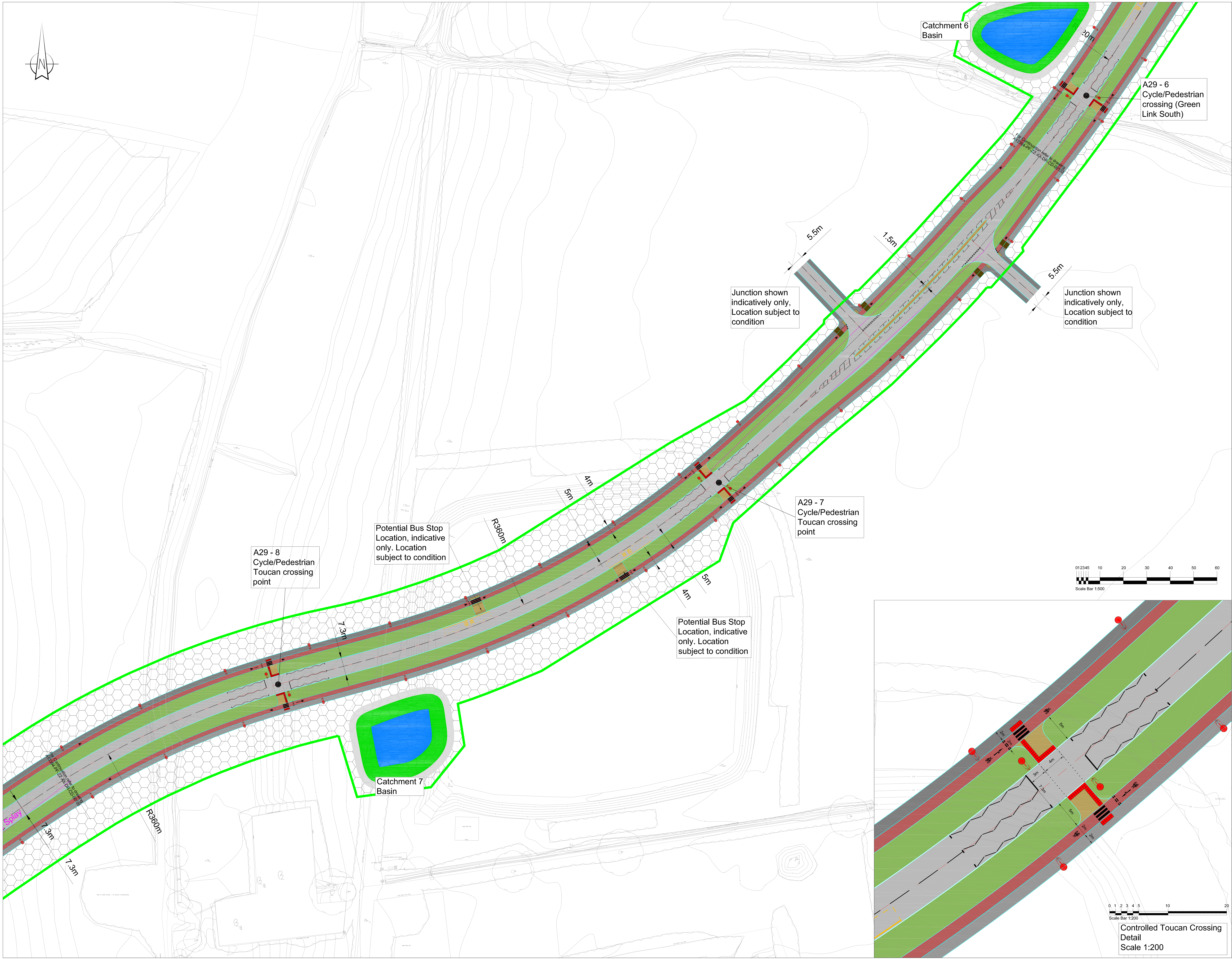
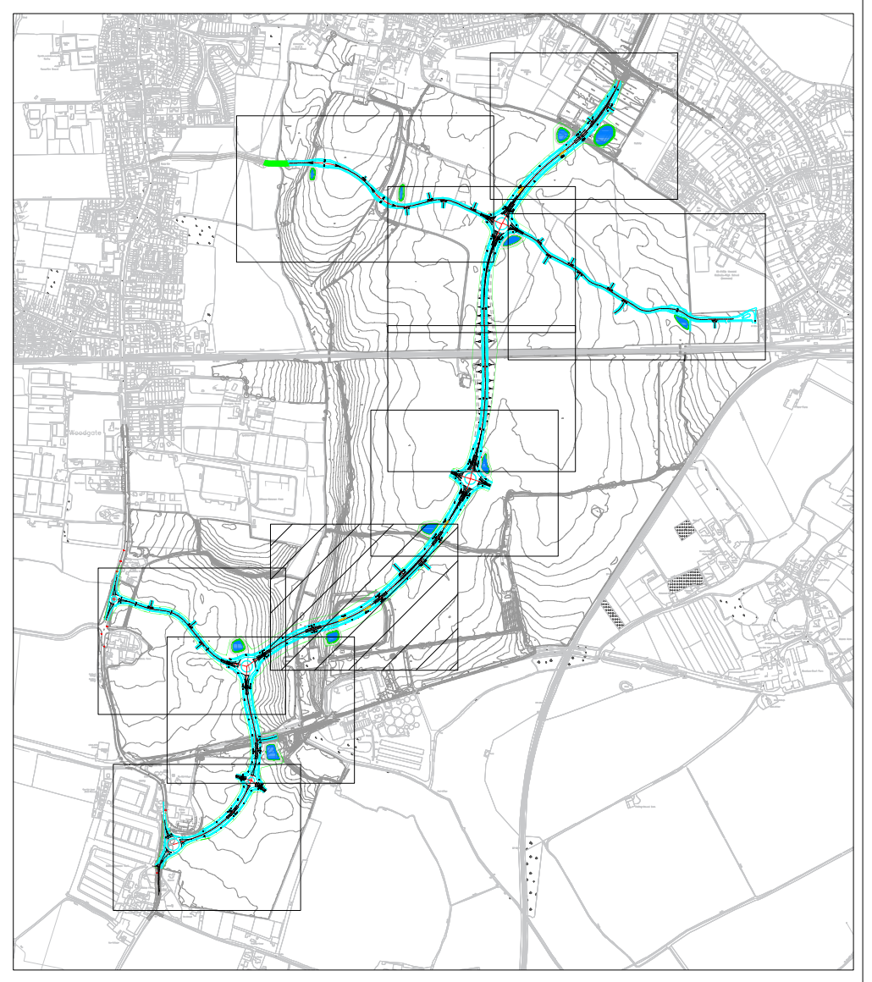

N
Catchment 6 Basin
20m
A29 - 6 Cycle/Pedestrian crossing (Green Link South)
For Continuation refer to drawing A13394-PF-ZZ-XX-DR-CD-00103
5.5m
1.5m
5.5m
Junction shown indicatively only, Location subject to condition
Junction shown indicatively only, Location subject to condition
A29 - 7 Cycle/Pedestrian Toucan crossing point
4m
5m
R360m
Potential Bus Stop Location, indicative only. Location subject to condition
A29 - 8 Cycle/Pedestrian Toucan crossing point
5m
4m
Potential Bus Stop Location, indicative only. Location subject to condition
7.3m
Catchment 7 Basin
For Continuation refer to drawing A13394-PF-ZZ-XX-DR-CD-00105
Splay
7.3m
R360m
7.3m
0 1 2 3 4 5 10 20 30 40 50 60
Scale Bar 1:500
5m
2m
2m
4m
3m
7.3m
5m
2m
2m
0 1 2 3 4 5 10 20
Scale Bar 1:200

Controlled Toucan Crossing Detail
Scale 1:200

NOTES:

1. Where the Contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the Contractor will take full responsibility and liability for all design aspects, including a Design Risk Assessment. The Contractor shall inform Pell Frischmann of any proposed variances to the design.
2. This drawing shall be read in conjunction with all other Electrical, Mechanical, Public Health & Architectural Drawings & The Specification.
3. Topographical Information was provided by 3D Engineering Surveys and Pell Frischmann will not be held liable for any inaccuracies.
4. Barnham Road Roundabout and Northern Link Road designed by WSP, Pell Frischmann will not be held liable for any inaccuracies contained within this section.
4. Partial Western Link Road designed by CALA, Pell Frischmann will not be held liable for any inaccuracies contained within this section.



Location Plan

KEY:

🟩	**A29 ROAD CORRIDOR**
▨	**PROPOSED CARRIAGEWAY** HRA Carriageway Surfacing
▨	**ASPHALT SPLITTER ISLAND/CROSSING POINTS**
▨	**SEGREGATED PEDESTRIAN FOOTWAY** Asphalt Footway Surfacing
🟥	**SEGREGATED CYCLEWAY** Contrasting asphalt finish to footway. Physical delineation strip to be Kerb or similar agreed at detailed design stage.
🟩	**GRASS VERGE/SWALE** Please Refer Landscaping Drawings for details
☐	**PROPOSED KERBS**
☐	**FOOTWAY EDGING KERB**
●	**STREET LIGHTING**
⬡	**ROAD ZONE (SOUTH)** Potential earthworks zone necessary for the construction of the road. Extent of earthworks and road landscaping to be agreed via condition. Residual land to form part of development parcels
⋀	Junction Visibility Splays based on Table 7.1 from Manual for Street. This applies to Western Link, Barnham Station Link and the Hanbury Link.

Table 7.1 Derived SSDs for Streets (figures rounded)

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

⋀	Junction Visibility Splays based on Table 2.10 from DMRB CD 109. This applies to all junctions on A29 Link Road.

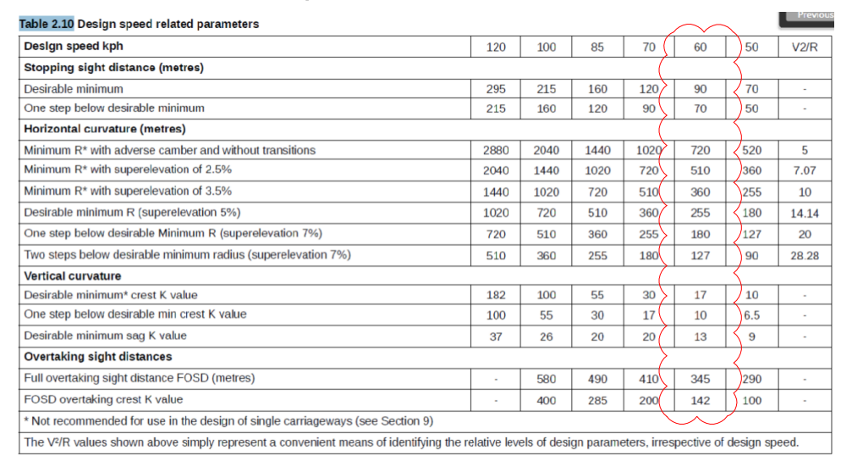


Table 2.10 Design speed related parameters

Design speed kph	120	100	85	70	60	50	V2/R
Stopping sight distance (metres)							
Desirable minimum	295	215	160	120	90	70	-
One step below desirable minimum	215	160	120	90	70	50	-
Horizontal curvature (metres)							
Minimum R* with adverse camber and without transitions	2880	2040	1440	1020	720	520	5
Minimum R* with superelevation of 2.5%	2040	1440	1020	720	510	360	7.07
Minimum R* with superelevation of 3.5%	1440	1020	720	510	360	255	10
Desirable minimum R (superelevation 5%)	1020	720	510	360	255	180	14.14
One step below desirable Minimum R (superelevation 7%)	720	510	360	255	180	127	20
Two steps below desirable minimum radius (superelevation 7%)	510	360	255	180	127	90	28.28
Vertical curvature							
Desirable minimum* crest K value	182	100	55	30	17	10	-
One step below desirable min crest K value	100	55	30	17	10	6.5	-
Desirable minimum sag K value	37	26	20	20	13	9	-
Overtaking sight distances							
Full overtaking sight distance FOSD (metres)	-	580	490	410	345	290	-
FOSD overtaking crest K value	-	400	285	200	142	100	-

* Not recommended for use in the design of single carriageways (see Section 9)

The V^2/R values shown above simply represent a convenient means of identifying the relative levels of design parameters, irrespective of design speed.

Design Principles

Standards of Highway design are based on DMRB CD 116 &CD 109 and Manual for Streets to Road Design Speed of 30 mph for A29. East/West link and other link roads based on 20mph
The Minimum Road width for A29 is 7.3m, allowing for the flow of two way traffic.
The Minimum Road width for East/West link and other link roads is 6m, allowing for the flow of two way traffic.
The A29 will have 5m Wide Verges with a 4m wide Segregated Footway/Cycleway, running parallel with the alignment of the Carriageway.

REV	DESCRIPTION	DRN	CHK	APP	DATE
P06	Client Reference Updated	KM	TM	TM	10.01.22
P05	Client Reference Updated	KM	TM	TM	05.11.21
P04	Minor amendments following comments from team	KM	TM	TM	05.10.21
P03	Minor amendments following comments from WSCC	KM	TM	TM	20.08.21
P02	Minor Layout amendments	KM	TM	TM	22.07.21
P01	Alignment amended in line with CD 109	KM	TM	TM	09.06.21

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Client
CC Projects
Ashmarden Ltd
Hanbury (PM) Ltd

Project
BEW Parcel SC1

Drawing Title
A29 Link Road
General Arrangement
Sheet 5 of 10

	Name	Date
Drawn	KM	Apr 2021
Designed	KM	Apr 2021
Checked	TM	Apr 2021
Approved	TM	Apr 2021

Scale 1:500 @ A0
File No. A13394-PF-ZZ-XX-DR-CD-00104 P06.dwg
Drawing Status Preliminary
Drawing No. A13394-PF-ZZ-XX-DR-CD-00104
Revision P06

P:\133--\A13394-VAA Barnham Eastergate Westergate\50 Drawings\51 CAD\Design Drawings\Design Drawings\A13394-PF-ZZ-XX-DR-CD-00104 P06.dwg Plotted on 14/01/22 at 09:06 by KMcDonald

ARUN DISTRICT COUNCIL BN/11/22/OUT